



# This Evening's Agenda

- Open House
- Presentations
- City Council Questions
- Public Comments
- City Council Comments
- Adjourn



# Preliminary Station Footprint

## Potential Mid-Peninsula High Speed Train Station Mountain View

*Dominic Spaethling, Regional Program Manager*  
*Bruce Fukuji, Peninsula Rail Program*  
**September 13, 2010**





# Agenda

## **The focus of this evening's discussion**

*Is a new downtown High Speed Train (HST) station compatible with the city of Mountain View's vision for the future of the downtown and the City?*

## **Presentation**

- HST Station Location Considerations
- HST Station Program Elements
- HST Preliminary Footprint Concepts
- Discussion/Next Steps



# HST Station Location Considerations

- Authority
  - Preferred Station Location Guidelines
  - System and Operational Requirements
- Local Government
  - Meet Authority's Requirements
  - Consistency with the City's Long-term Vision
  - Need to Make Case to the Authority



## **“Shared Use” Stations**

Transbay Transit Center and  
4th & King Station

Millbrae Station

Diridon Station

3 Potential Mid-Peninsula  
Station locations

## ***SAN FRANCISCO BAY AREA HST STATION LOCATIONS***

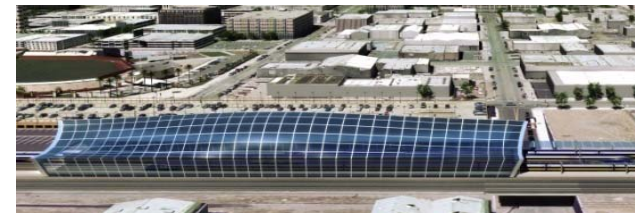
# Authority HST Station Principles

- **Multi-modal Transportation Hubs in Traditional City Centers**
- **Adopted Transit-Oriented Development Plans**
  - Higher density, mixed-use & pedestrian-oriented within ½ mile
  - Market rate parking within 3 miles
- **Value Capture Strategies**
  - Local finance of station amenities, public spaces, ped/bike access, parking
- **CHSRA partnership with local agencies**



# HST Station Program

- Station Building 67,000 SF
  - Passenger Service Areas
  - Mezzanine Concourse Areas
  - Station Operations/Services
  - Baggage and Security
- Platform length 1,410 feet
- Multi-modal connectivity
- Parking
  - 1,000 spaces at station
  - 2,000 spaces within 3 miles



## *STATION PROGRAM ELEMENTS*

# Mid-Peninsula HST Station Access

## 2035 MODE SPLIT

<u>Alightings</u>	<u>Boardings &amp;</u>
• Auto Drop-off	4,400
• Auto Park	4,800
• Rental Cars	1,440
• Taxis	1,360
• Transit / Shuttle	1,600
• Walk / Bicycle	2,000
<b>Total</b>	<b>15,600</b>

## DAILY BOARDINGS

*High Speed Trains*  
2035: 7,800

*Caltrain and VTA*  
2009: 4,510  
2035: 6,700

## TRAFFIC IMPACTS

- 750 AM and PM peak hour vehicle trips
- 3% to 4% increase over future volumes



# Passenger Access to Platforms

Escalators up to mezzanine and down to platforms



**CALTRAIN  
Platform**

**CHSR  
Platforms**

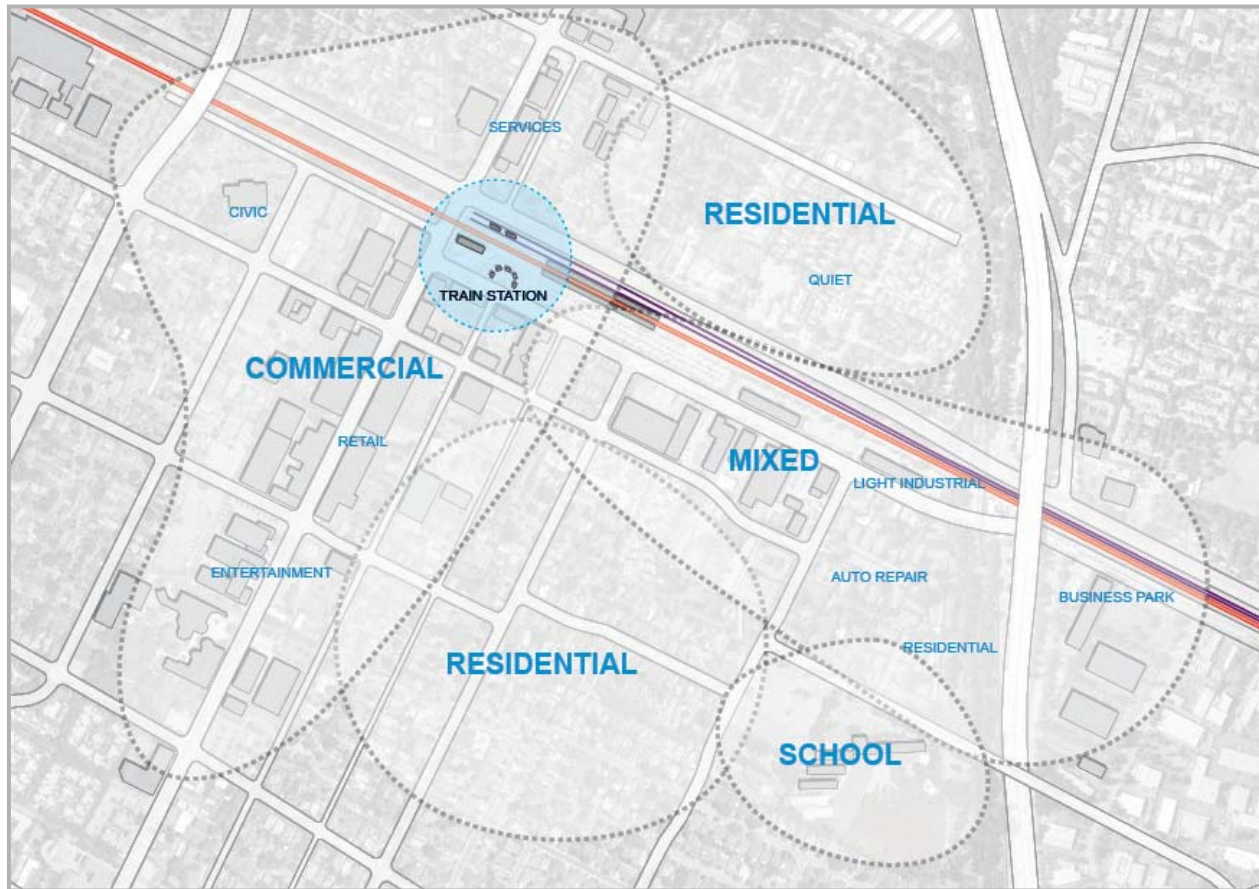
**CALTRAIN  
Platform**

***HST/CALTRAIN  
CROSS SECTION AT PLATFORMS***



## ***DOWNTOWN MOUNTAIN VIEW CONTEXT***

*activity diagram*



- Traditional downtown
- Mixed-use
- Attractive
- Civic destination
- Pedestrian-oriented
- TOD policies
- Castro Street is center of community



## ***DOWNTOWN MOUNTAIN VIEW CONTEXT***

*existing access / connections / street network*

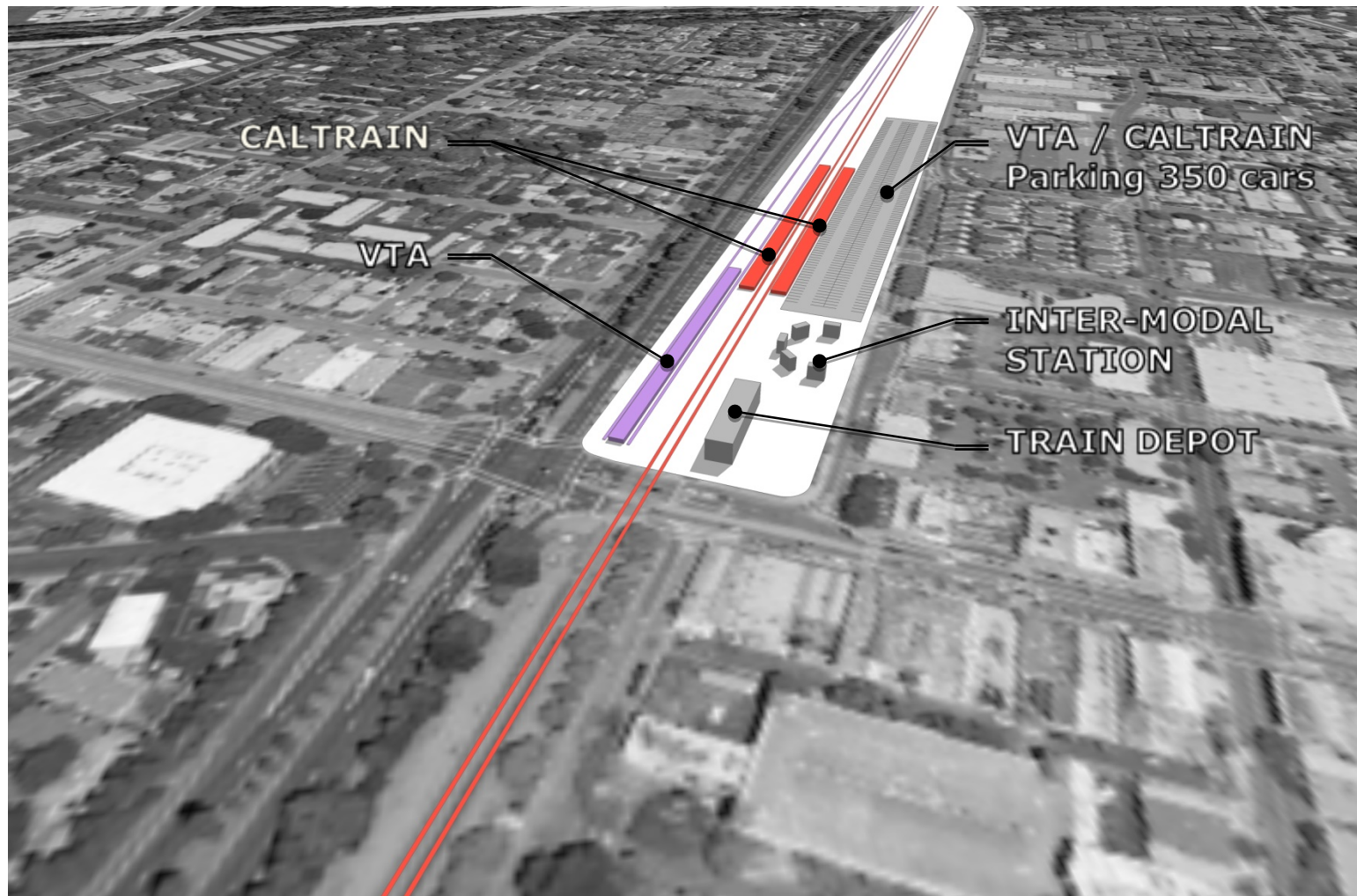


- Multi- modal Station
  - Caltrain
  - Light Rail
  - Bus
  - Shuttles
- Freeway Access
- Regional Arterials



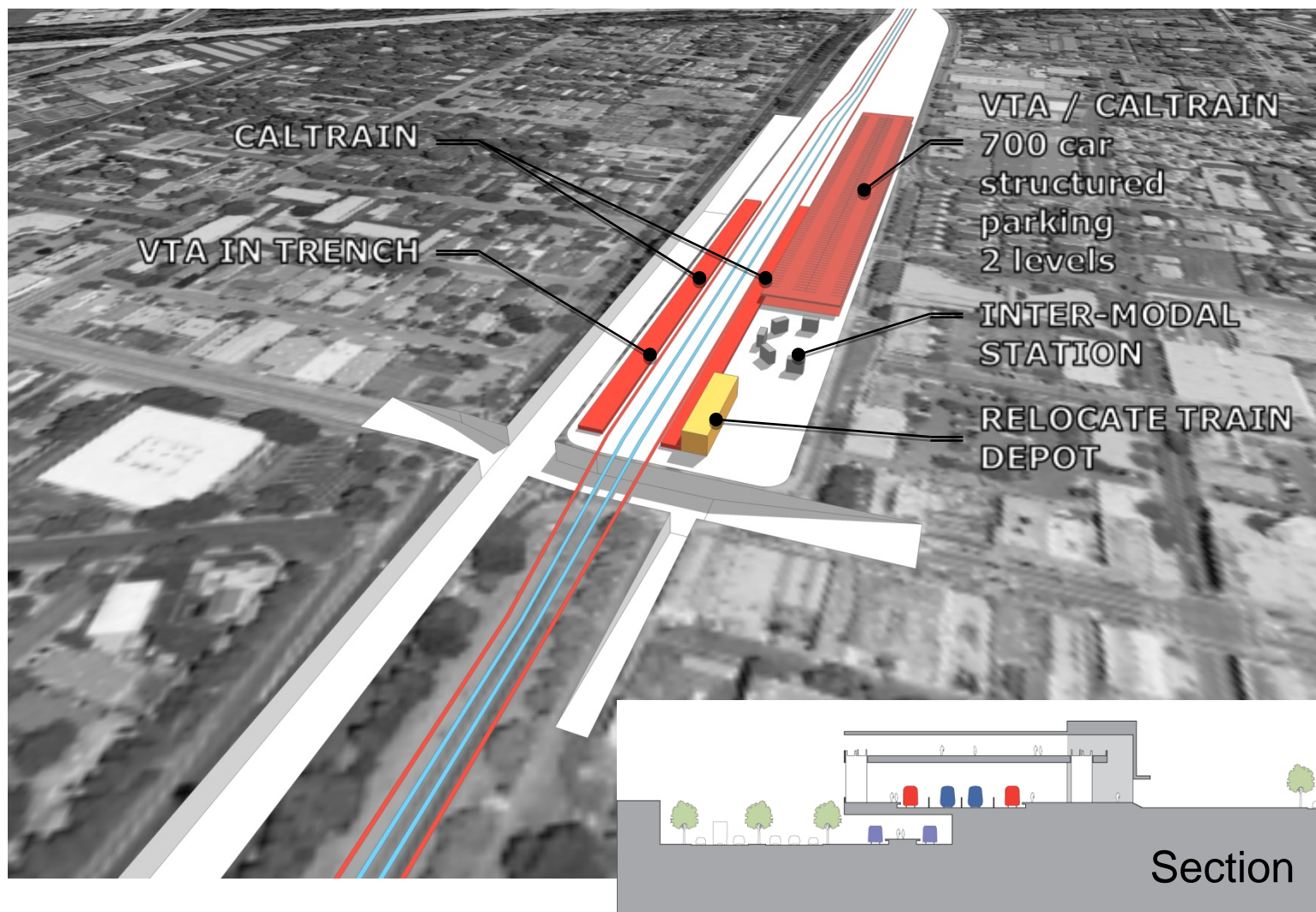
## EXISTING SITE CONDITIONS

*VTA and Caltrain at-grade*



# ***HST AND CALTRAIN AT-GRADE – NO HST STATION***

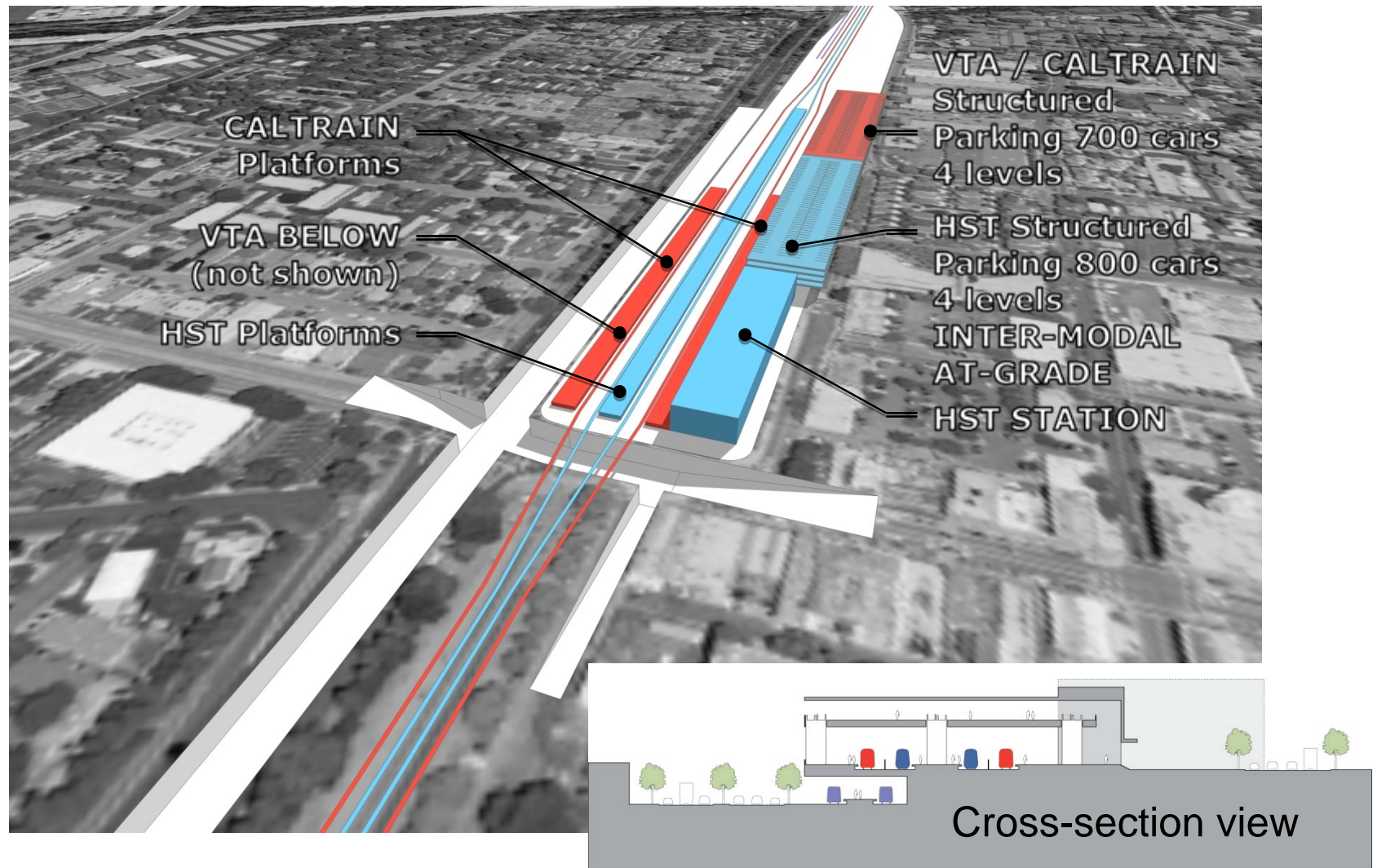
*VTA in trench*





# ***HST/CALTRAIN AT-GRADE, VTA BELOW with HST STATION***

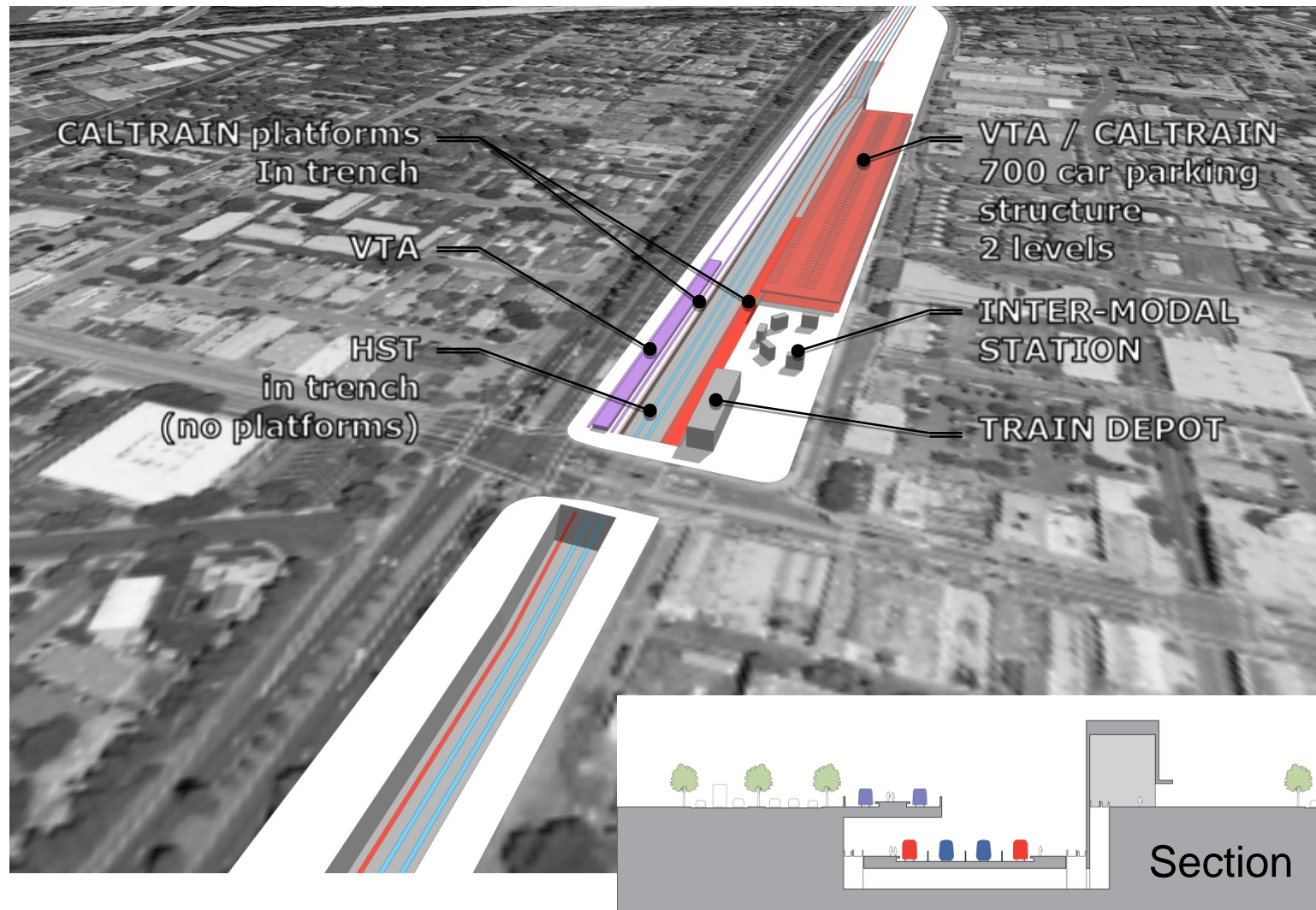
*Preliminary Program Superimposed on Site*



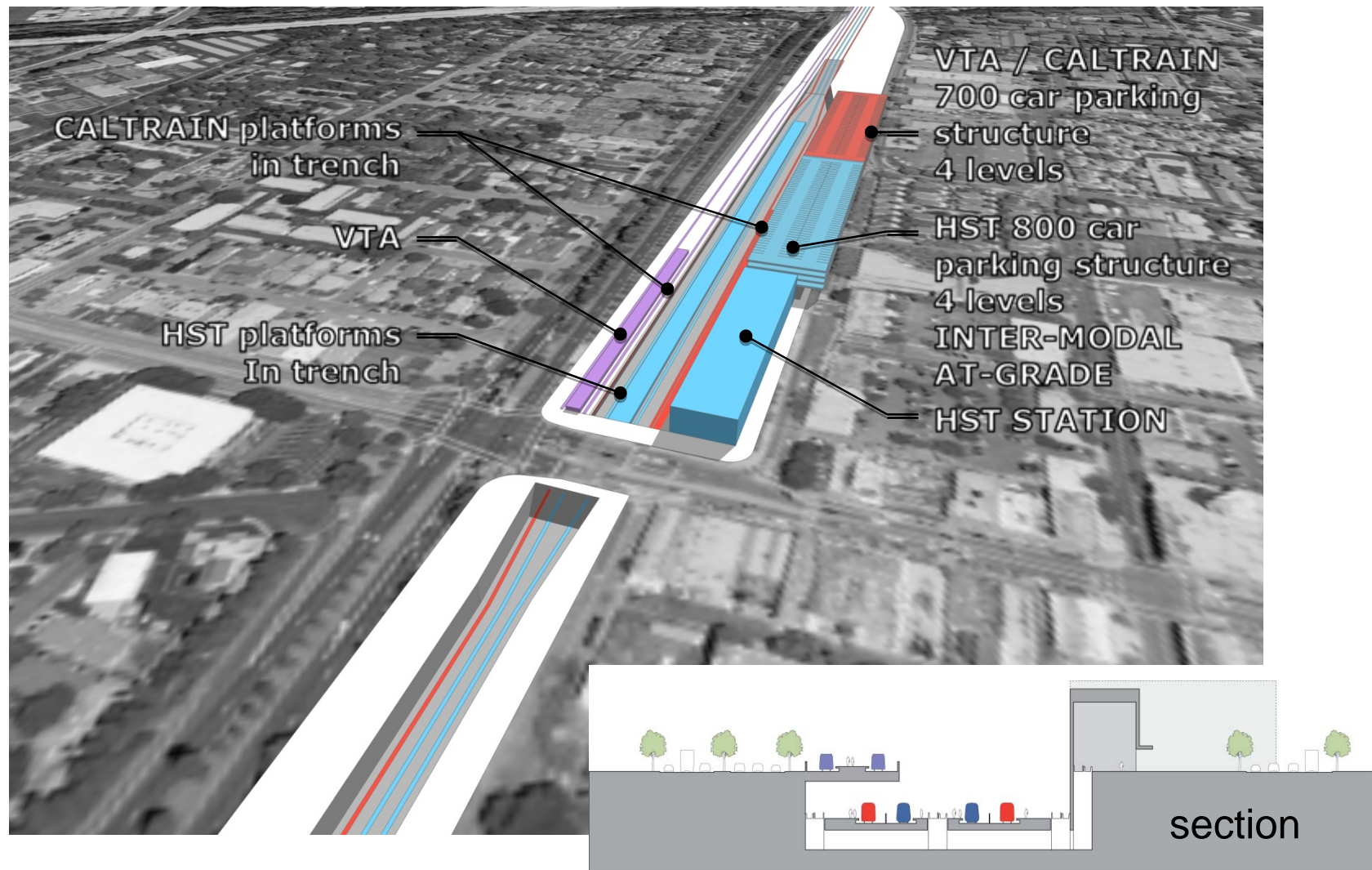


# ***HST AND CALTRAIN in a TRENCH, VTA at grade -- NO HST STATION***

*Future Caltrain and VTA parking*



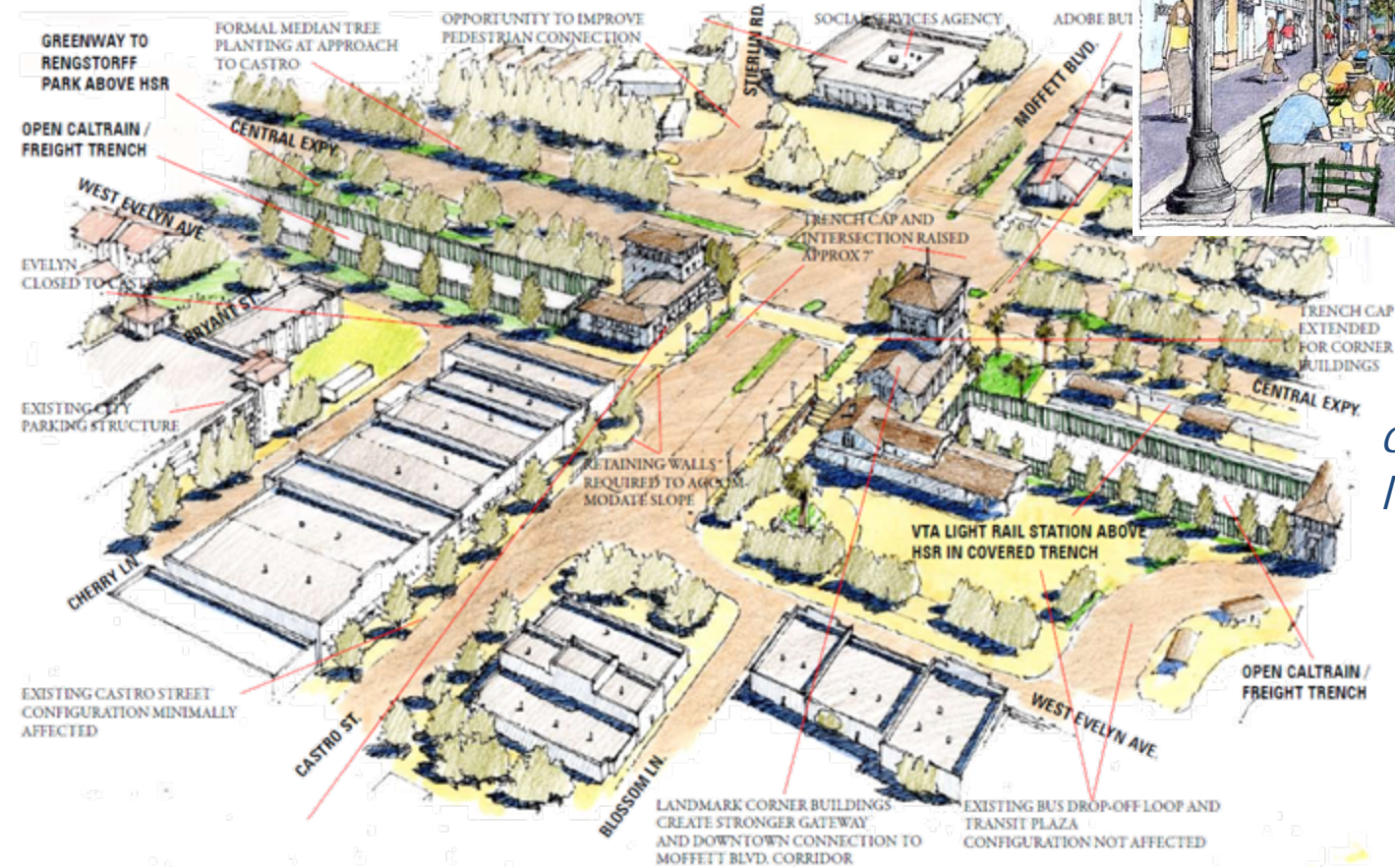
# ***HST STATION: HST/CALTRAIN in a TRENCH, VTA at-grade*** *Preliminary Program Superimposed on Site*





# *HST & Caltrain in Open Trench – City's Perspective*

## *VTA and Castro At-grade*

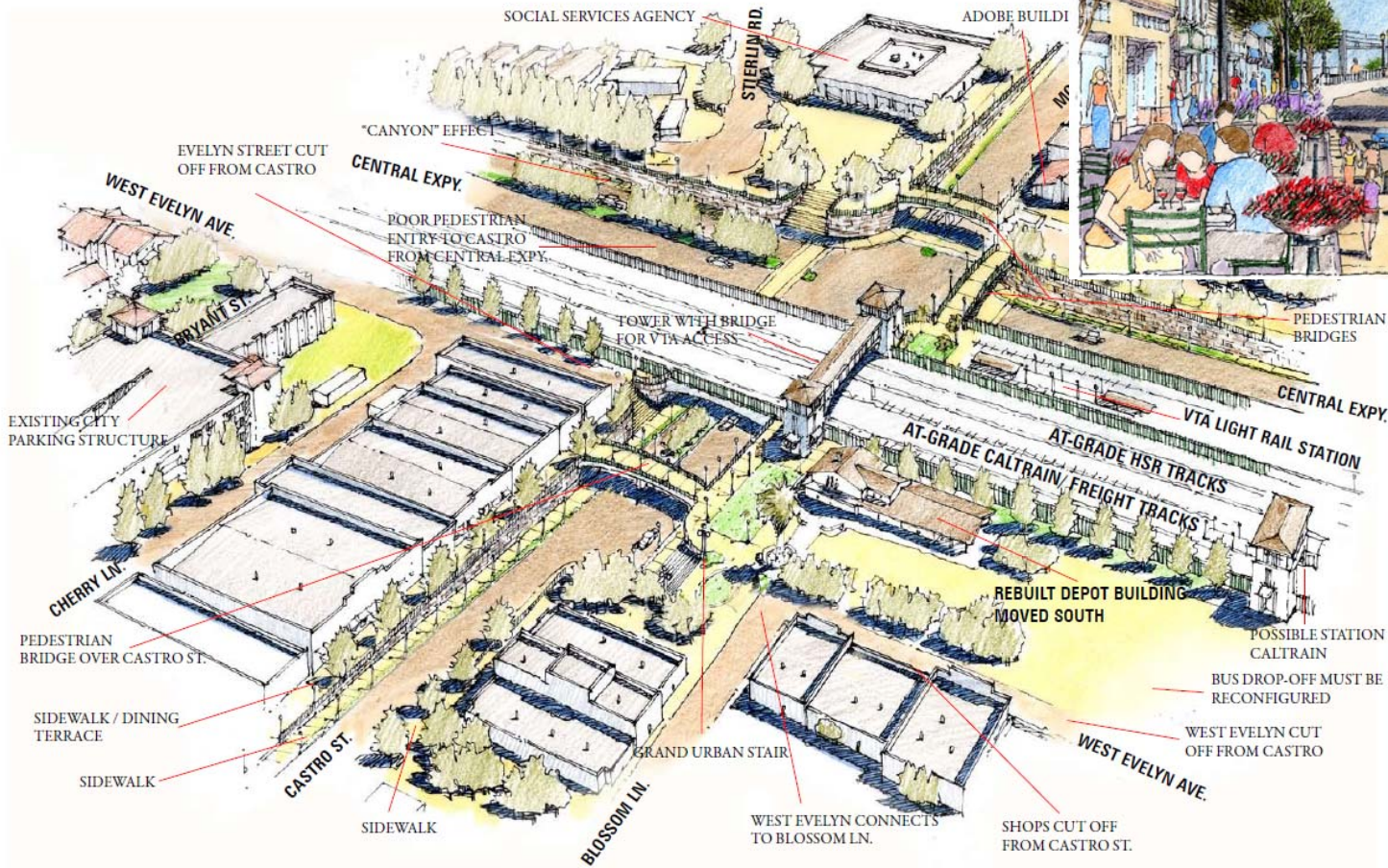


*Renderings  
commissioned by  
Mountain View*



# HST and Caltrain At-Grade – City's Perspective

VTA at Grade, Castro Below Grade



*Renderings  
Commissioned  
by Mountain  
View*

*Note: rendering  
shows pedestrian  
overpass*

# Discussion

- Is a new HST station consistent with the City's future vision for the downtown and the City?

POTENTIAL BENEFITS	POTENTIAL IMPACTS
Statewide accessibility	Parking and traffic
Identity/destination	Compatibility with downtown livability
Attracts investment/redevelopment	Growth inducing
Sustainability/reduced auto dependence	Construction activity



# Next Steps

- **Draft EIR -- December 2010**  
Preliminary HST Station Footprint EIR/S
  - Roadways and critical intersections
  - Transit, pedestrian/bicycle
  - Parking
  - Plans/policies
- **Next HST Station Community Meetings**
  - Millbrae 9/30
  - Palo Alto 10/7
  - Redwood City 10/13 and 11/3





# For More Information

## California High-Speed Rail Authority

- [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

## Peninsula Rail Program

- Bruce Fukuji, Outreach and Community Engagement
  - [fukujib@samtrans.com](mailto:fukujib@samtrans.com)
- [prp@caltrain.com](mailto:prp@caltrain.com)
- [www.caltrain.com/peninsularailprogram](http://www.caltrain.com/peninsularailprogram)

## San Francisco to San Jose

- Bethany Williams, Public Involvement Manager
  - [bewilliams@hntb.com](mailto:bewilliams@hntb.com)